



Request for City Council Committee Action from the Department of Public Works

Date: July 9, 2013

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Referral to: Honorable Betsy Hodges, Chair Ways and Means/Budget Committee

Subject: St. Anthony Parkway Bridge over Northtown Yard Memorandum of Agreement

Recommendation:

- A. Authorize the proper city officials to sign the Memorandum of Agreement under Section 106 of the National Historic Preservation Act between the Federal Highway Administration, Minnesota Department of Transportation the Minnesota State Historic Preservation Office and the Advisory Council on Historic Preservation.
- B. Authorize the execution of a contract with Short Elliot Hendrickson Inc. in the amount of \$2,526,343 for the design of the replacement St. Anthony Parkway Bridge over Northtown Yard.

Previous Directives:

- March 7, 2013 - Council authorization of a Request for Proposal (RFP) for Engineering Services
- April 24, 2009 - Resolution 2009R-180 authorizing proper City officers to submit the St. Anthony Bridge Project application for Member-Designated High Priority Project
- May 5, 2007 - Council authorization to submit an application for federal funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for the St Anthony Bridge Project with a recommendation to commit City funds should the project be selected per federal requirements.

Department Information:

Prepared by: Ole Mersinger, Project Engineer
Jack Yuzna, Principal Professional Engineer

Approved by: _____

Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Ole Mersinger and Jack Yuzna

Reviews

- Permanent Review Committee (PRC): Approval _Y_ Date 2/28/2013
- Civil Rights Approval Approval _Y_ Date 2/19/2013

Financial Impact

- Action is within the Business Plan

Supporting Information

Project History

Public Works has been working to make improvements to the Northtown Rail Yard Bridge since the late 1980's. The bridge is a Warren through truss bridge originally constructed by a predecessor of the Burlington Northern Santa Fe Railway Co. (BNSF) in 1925 to carry St. Anthony Parkway over the BNSF Northtown Rail Yard. Though the bridge's poor condition has been addressed to ensure public safety, its condition has continued to worsen. The bridge is structurally deficient, has a sufficiency rating of 2.0 out of 100, is fracture critical, and is posted for Vehicle Load and Vertical Clearance Restrictions.

Initially, the project was programmed for bridge rehabilitation. A rehabilitation study conducted in 2006 determined the cost of necessary repairs to address the bridge's condition far exceeded the project budget. Public Works solicited and was awarded additional federal and state funds to increase the project scope. Since 2008, Public Works has evaluated numerous rehabilitation and replacement options for the bridge while working diligently with staff from the local Federal Highway Administration (FHWA) office, Minnesota Department of Transportation (MNDOT), MNDOT's Cultural Resource Unit (CRU), and the State Historic Preservation Office (SHPO).

The bridge is eligible for the National Register of Historic Places because few examples of this type of highway bridges built by railroads exist. In addition, the bridge is located within the historically eligible Grand Rounds Historical District and is considered a contributing element. The bridge also crosses a historically eligible rail corridor. It has been determined that replacing the bridge will have an adverse effect on the Grand Rounds and the railroad corridor under the federal National Environmental Policy Act (NEPA).

In December 2010, after evaluating rehabilitation and replacement alternatives, FHWA issued a determination that the project's purpose and need can only be met by replacing the Northtown Rail Yard Bridge with a new bridge.

Memorandum of Agreement

Since the FHWA determination, efforts have been taken to negotiate a package that mitigates the loss of the bridge, the impact to the Grand Rounds and the railroad corridor. A Memorandum of Agreement has been drafted between FHWA, MNDOT, SHPO and the Advisory Council of Historic Preservation (ACHP). ACHP has helped mediate the process. The City, as the project sponsor, will be a co-signatory to this agreement. The agreement lays out the following stipulations which the City will need to incorporate in the project:

- The existing bridge will be documented by the City according to the standards of the Historic American Engineering Record prior to removal. This includes large-format negatives and photographs and a write-up of the bridge's history by a qualified historian
- The City will make project plans of the new bridge available for review and comment by SHPO/CRU at 30, 60, and 95 percent completion.
- The City will construct a Historic Interpretive Space as part of the project as an overlook or pull-off from the Grand Rounds non-motorized trail. The space will

include interpretive panel(s) and utilize remnants of the current bridge in the space design. A Quick Response Code will be provided that will link directly to website with more information on the Grand Rounds and the site. The City will work with the Minneapolis Park and Recreation Board (MPRB) to provide additional historical information about the St. Anthony Parkway portion of the Grand Rounds on the MPRB website.

- The City will offer the existing bridge for sale for reuse with the stipulation it must be used for public transportation use.
- The City will hire a historian meeting the Secretary of Interior's Professional Standards to complete a scholarly article about the history of the railroad lines and rail yard in the project area for publication in a historical journal or periodical.

These stipulations are consistent with other project mitigations MNDOT and FHWA have been involved with and can be accomplished within the project budget. As the project progresses through final design, the project must adhere to the Secretary of Interior's standards for the treatment of historic properties. The review of the design against these standards may require additional mitigation and additional refinement of the project budget.

Design Firm Contract Execution

Staff developed a Request for Proposal (RFP) for Engineering Design Services for a replacement structure. Five design teams submitted proposals on April 23, 2013. The design teams have since provided oral presentations summarizing their approach to the project and the estimated project cost. Based on the information provided by the respondents and input from outside reviewers from Hennepin County and MNDOT, based on their experience and ability, Short Elliot Hendrickson Inc. was deemed the best firm to complete the project. Approval is therefore requested to award the Engineering Design Services work to Short Elliott Hendrickson Inc. for an amount of \$2,526,343. This contract amount is within the project budget and no additional appropriation is required.

Funding Summary

The current project funding is as follows:

Federal:	\$ 8,960,000
State:	\$ 7,600,000
MSA	\$ 5,125,000
NDB	\$ 5,047,000
ASSMB/Sewer/Water	\$ 368,000
TOTAL	\$ 27,100,000

Attachments: Project Map

Cc: CM Reich

